TESTING A
TWO-WHEELED
KART
see page 58

Gustom

TOOLS

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Beginners

New Wrenches for Old Timers





LIGHTEEN CHRYSLER RA

Cad Cart



From drawing board to final testing, there has been no compromise with quality. Each Cad-Cart is complete and ready to roll as advertised, including Heliarc welded chrom-moly steel tube frame and all bolts and washers Cadmium-plated, Polished cast aluminum wheels. Luxury-padded black naugahyde upholstery, 48 wheel base and 36 tread with extreme low center of gravity, Center mount engine and drive for perfect balance. Clinton A-490, 2 cycle engine. Cad-Cart is fully equipped to one standard... the finest... with one price of \$289.50, F.O.B. factory plus state tax. Terms are 25% down with order, balance on delivery.



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Exclusive with Cad-Cart, these highly polished cast aluminum wheels ... designed for light-



Rack and pinion type steering gear far accurate, easy



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A TOOL IN THE HAND



TESTING THE GO KART CYCLE



COMPETITION PICTORIAL THREE OF THE LATEST DRAGSTERS introducing the 1/4 mile go group...... CHAISE LUNGE get your exercise while relaxing..... 36 THE CLOWN - PRINCE OF DRAGSTERS a real fast joker..... 42 MOUSE AFIRE tiny terror is not "mickey mouse"..... 46 LET'S PLAY "HIDE THE ENGINE" A-YOUNG MAN'S FANCY chevy-8 hides in model a tudor..... 20 NOT-SO-SEDATE SEDAN 8-in-line buick fit to a ford....... 32 HIGH BRED HYBRID big olds lurks under hood of '31 truck...... 50 OF INTEREST TO ALL RODS AND CUSTOMS IN MINIATURE lillipution hot rods....... 30 ARIN CEE lesson in how to increase your selection of tools..... 34 HOOD VENT HOW-TO slotting the hood in the R&C 'Bird...... 52 PUTT PUTTS FOR PROGRESSIVES tiny cycles present design challenge..... 56 BIG GO IN MOTOR CAPITOL announcing location of nhra "nationals"..... 69 SHOW IT! the coming schedule of rod and custom shows..... 70 BOOK REVIEW looking over the "complete book of hot rodding"..... 72 NO MORE MODELS! deluge of tiny cars must cease..... 74 BACKPRESSURE roger huntington winds up..... 82 OF LITTLE INTEREST TO ANYONE contents plea for subscribers....... the starting line - by the editor..... our readers write - or wrong..... automart 10

AUGUST 1959

editor graphics calls production advertising

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a brief rundown on the most necessary contents for your tool kit, plus a few specials	. 22

the "scrambler" in the rough and			
the track, but hol	ds up to the	end	58

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AUGUST, 1959

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The young man of ingenuity, possessing a curiosity of things mechanical, be it hot rod, custom, cycle, or that midget phenomenon the kart, knows that Rod & Custom is the knowledgable publication that keeps him abreast of the field. He may be a student, engineer, lawyer or president of his own company. He appreciates quality materials and products, clean lines and goin' machinery. He enjoys a good chuckle. He follows his sport regularly by subscribing to his favorite magazine,

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The Starting Line for August is given a firm pull by internationally known stylist Charles Pelly, whose design feature "Putt Putts for Progressives" on p. 56-57 looks into the small bike field and comes up with some winners.

JUST BACK from half a year of study in Europe as we put this August issue together, Charles Pelly—our regular contributor with the feature "Putt Putts for Progressives" was amazed with the growth of the karting sport since leaving the States last year. Chuck had opportunity to introduce the people of England and Sweden to the extra small cars via magazine articles which he profusely illustrated. Reports from that area seem to indicate that those nations may soon be manufacturing karts for their own use and perhaps for export to this country. Various engines are in use at this time which could easily be adapted to karts and are equipped with integral gear boxes which, while not falling within limitations imposed by some organizations, point the way to increased practical application, greater enjoyment and a brighter future for the sport in general. We predict a wider acceptance to follow in the wake of progressive modifications such as are forthcoming.

The word is out that the National Hot Rod Association will be holding their annual championship "Big Go" at Detroit this year. For the first time the dates of Bonneville do not coincide with the drag event, so look for increased activity at both locations. We're heartly in favor of the Michigan area as a site for a national meet. True, it means a longer haul for many entrants, but it will all even out in the years to come as the location is shifted from spot to spot. There's a good group there in that area and many will be able to participate in their first Nationals who were stopped by the mileage factor in the preceding years. We're looking forward to seeing many old friends and greeting a host of new ones. Work on the roadster we hope to run is interupted by the necessity of putting out a magazine each month, so the '32 may not be in evidence this year—we got too ambitious perhaps. R&C will be at Bonneville and the Big Go, so drop by and say, "Hi!".

This issue starts off a series of three on tools—those most vital items in the construction and modification of your car, be it rod, custom or kart. We can touch but gently on this vast subject which would fill a year's subscription (lovely word) if covered anywhere near thoroughly. However for those just becoming familiar with hand tools, this issue touches on the basics and the step is taken. Hope you'll like it.

GO KART FREE PLUS 75 other valuable gifts

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a 0 Outt-Putts



A genuine Go Kart 400 B by the Go Kart Mfg. Co. of Azusa, California will be given to the reader who submits the best design ideas for karts. These design features will be incorconted into the "Putt Putts for Progressives" and ings by Chuck Pally appearing in the amounty 1960 Red & Custom and announcement of the winner will be made at that time.

and will be agde to the runners up, in In addition to the completed Go Kart, additional a the following orders

- 1 Flea-the two-wheeled "Putt Putt" by 2nd
- 1 West Bend 510 ball and roller bearing 1.
 1 Clinion A-400 "Panther" kart engine 4th
- 4 Moss cast aluminum kart rading 5th
- 1 McHal "Karrera" karting helm 2 Inglewood Tire racing slicks
- 7th

7th 2 Inglewood Tire racing steks
8th 1 Meon Cart Clutch
9th through 13th
14th through 13th
15th through 15th
15th throu To become eligible for the volveble kepting items, describe in 50 words or less, design features which you feel would be odventapeous to a "Puty Futy." Any storiches of drawings which will clorify your suggestion may be included. Send your ideas with, your raider for the big 22° 2° 20° woll-sized stee of "Puty Futy For Progressives" which features advanced designs for korts plus deseil provings and measurements printed in cater on highest quality paper. In addition to the racing scenes of karts, a valuable information sheet accompanies the drawings which is of utmost imperience to enzyone who already has a kort or contemplates building or buying one. For the many who have already sent for our designs or plan to buy from the kart dealer nearby who stocks them, accompany your idea with the red Delta (triangle) or reasonable facsimile clipped from the corner to the "Puty Puts" sheet.

Evaluation will be made by competent, unbiased judges and the items listed above will be awarded on the basis of originality, clarity, and practicality. In case of similar ideas, the sertlest postment will be a deciding factor, so don't hesisted—send your idea in NOW! Deadline for sending ideas is August 31, 1939.

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AUGUST, 1959

POWER PARTS FOR CARTS

fer Clinton 400's, 490's & E-60's

- up menual covering all 2 cycle modifying.

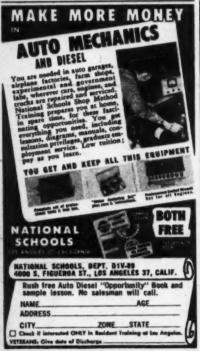
 Clinton Dual manifolds, w/reeds, linkage

 Clinton Dual manifolds, w/reeds, linkage & fittings. 16.5

NEW CLINTON COMPETITION FLYWHEEL



RACING ENTERPRISES



OUR READERS

HOME-BUILT SPECIAL

Look forward each month to your fine "Kart" articles and have become a great fan.

I'm sending some pictures of the Kart my buddy and I have built. We like to think it's just a little bit different than most.

The kart is powered by a McCullough "549" engine and has 46" wheelbase and 32" tread and weighs in at 105 lbs. As you can tell by the arm rest on the right side we run like the bigger cars only on an 1/4 mile dirt track. In 3 times out we have 1 second and 1 third and 2nd fastest time twice.

"Whitt" Brewer Madison, Ind.

That's really fine. The Homemade jobs are the backbone of the sport.



MORE ON THE KARTING KONTROVERSY

I'm a new subscriber. Have just joined the so called 'Hot Rod' set-not that I haven't been in it all my life. It's just the fact that I'm not a 'joiner.' After having been raised with 'Fronty's'-'Rajo's' and Millers these kids that can go to a wrecking yard and put down a few bucks and get a 'Bent 8' or anything they want that will outrun anything we had even after months of work, takes them out of the 'Hot Rod' class as far as I'm concerned. Many of them don't know what makes the wheels go, and I say this from the personal experience of talking to them. A pair of 'pots' and some loud pipes make them 'Hot Rodders! Ha! They've never had the heads off.

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The reason for joining is your issue with all the Go-Karts. You have caught H-for that issue, and I respect your 'guts' for printing the letters objecting to that issue. But I'm with you! Rods are rods, if they're Go-Karts or Cads. They are the same breed, A certain type of person is needed for each, And I noticed the 'Go-Karters' spent a lot more for advertising space than the 'Hot Rodders'. And that's your living.

The reason I have joined your subscribers is because I am in the importing business. I am getting some real 'Hot' engines from Italy and Germany that will be used by the Go-Karts'—¼ & ¼ midgets etc. Naturally I need all information on builders of these. Nothing tops your magazine for this,

Ralph D. Hester Tujunga, Calif.

I have been reading all the letters pro and con and I have formed an opinion on how you should divide it in your mag.

Why not have % of your mag devoted to rods and customs and then have a special section devoted to Go-Karts. This business about having one issue every 6 or 8 months loses sales for you. If in your mag the Hot Rodders and Go-Karters could rely on articles of both kind in each issue. They would be pleased and you would have good sales each month.

Lawrence Perry, Jr. Florence, Ala.

Apparently, you could use a note from a satisfied reader. I have been following your magazine for about a year now and have enjoyed it very much from a kart viewpoint. I think the rodders could allow the fastest growing sport in the U.S. a small part of their space.

It had been eight months since you had made a run of the special issue for karts. I feel the only mistake in the March issue could perhaps have been the pictures on the cover. Maybe the

continued on p. 66



- MIXES 100% WITH GASOLINE OR
- . WILL NOT SETTLE OUT AFTER MIXING.
- VOLATILE ACTION AT ELEVATED TEMPER-ATURES ALLOWS PULL POWER FROM GAS.
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A fool-proof tool with no moving parts in the Menter "Quik-Center" which easily finds the center point or line of material up to 1%" in width. Slipping the doweled locating pins over the material and twisting the "Quik-Center" until both pins contact the sides, the precision hole in the center of the tool accurately locates middle for punching or scribing. For further information write Mentor Prod., Mentor, Ohio.



The wildest kart yet, the BOA manufactured by the Spinster Corp. The BOA embodies several new concepts in kart styling. Designed by Ron Martin of American Motors the BOA has an 'over and under' shell, with fenders, seat, floor, and engine plate being one continuous piece of laminated fiberglas. The interior is leathergrained below a band of simulated channeling. The bucket seat is formfitting and virtually eliminates the need for upholstery. Because of the large range of kart engines, plans are to offer the BOA as a body-chassis combination only, leaving the engine choice to the buyer. For information: Spinster Corp., Dept. RC-8, 22473 Cora Ave., Farmington, Mich.

BANTAM KA Showing you the proof of designing for function yet retaining individualism. The

Fully Assembled, from

Tune-up Stands, Trailers, Bodies, and a full line of Kart components.

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Bantam Kart (Economy Mode	1) \$154.50
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Manufactured by Bantam Racer Division

thrills.

The M. Mitchell Co., Hudson, Ohio

ROD & CUSTOM

Bantam Kart, (as a child is able) was planted to grow. Even the (Economy

Model) Bantam Kart, may when you wish, be converted to a 1/4 or 1/2 midget auto. Through this modular design, the initial cost is not lost when considering bigger



Not a new product, but a new price break to allow all Midget and Kart owners to obtain robust power derived through use of the Amal 332/3 carburetor, Steen's has a special offer on a limited quantity of these units which is well within the budget of every owner. The ½ inch venturi slide valve carburetor is adequate for maximum hop up an QM engines and has gained rapid acceptance in racing and winning circles. Regular list price on the Amal unit is \$21.75. Steen's catalog price is just \$18.95... but now,— while they last, the price is a low \$13.95 each.

For your Amal by mail, send a cashier's check or money order (sorry, no personal checks or C.O.D.'s) plus 65% per carb for postage (California residents add 4% sales tax) to STEEN'S, 19 East Valley Bivd., Alhambra, Calif.



Spun aluminum bullet tank for karts. Distributed by Palmini Engineering, the tank fits behind the seat loop and is available in 2½ ql., and 1 guiton sizes. The tank comes complete with 2 feet of "hot-fuel" resistant Neoprene tubing, steel bolt through mounting ring, and ½" speed turn, air-vented cap. These bullet tanks come in 3 different styles and are priced at \$11.95 complete, from Palmini Engineering RC-8, 31.56 No. San Gabriel Bivd., So. San Gabriel, Calif.





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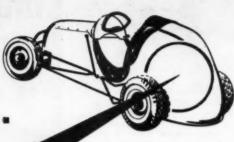
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HOTE !	Name he o	ure to give all in	disconnition much on color, also, body style, make, your	A media
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JEWEL

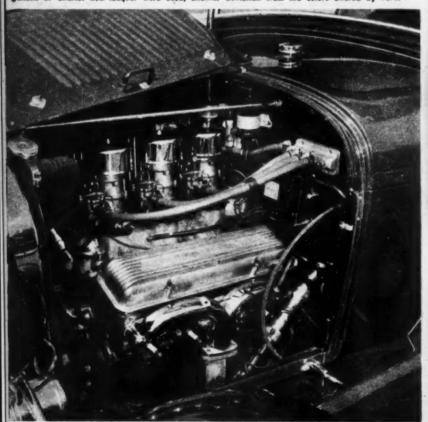
cut from the rough and chevy-8 powered





JEWEL O O

Slightly perceptible rake is due to use of 7.50×16 Vogue tires on rear and 6.00×16 's up front. Biggest change from stock Ford doesn't show. Corvette engine fits beneath unaltered hood. Only changes in $265^{\prime\prime\prime}$ mill were Edelbrock manifold mounting three 97 carbs and W&H dual call lightlion. A '34 gearbox with '39 top for correct shift forks holds a set of 25 tooth Zephyr cogs. Rear end is '48 Ford with 3.78's and brakes are hydraulic. Engine adapter is by Shell. Eight gallons of Charlot Red lacquer were used, another deviation from the colors offered by Ford.





Rumble seat retains flevor of Americana and is nicely uphalstered to match the cab interior in wine red and black Naugahyde. Sun tach on steering column supplements the meager dash panel. Other guages necessary for the big mill hide below stack cowl gas tank on the firewall.



photos by george burnley

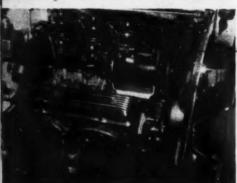


Young Man's Fancy



chevy in a ford sedan has plenty of spring

The twenty-three year old Paul Peterson's thoughts lightly turned to how to hop up his '29 Model A tudor and decided on a '56 Chevy engine. Size was a determining factor because of the narrowness of the cowl. An Edelbrook manifold was added to boister the 265" mill. A '42 Willys steering helped simplify installation of engine which is coupled to '39 Ford floor shift bax.



Paul's ingenuity led to the construction of an additional instrument and dash panel housing a radio, speaker and guages vital to the operation of the Chevy mill. The stock panel in the center of the gas tank was replacted and a S-W temperature guage was put in the place of the old ammeter. The A firewall was notched for the distributor and a bracket was made to relocate the generator atop the engine. Stock manifolds are used on this car.

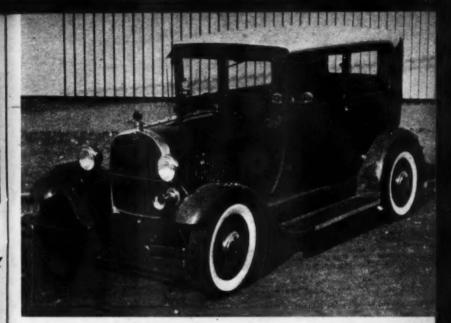
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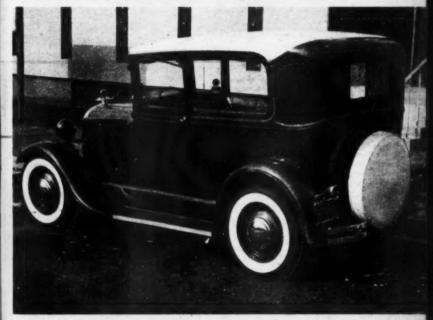
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A TOOL IN THE HAND

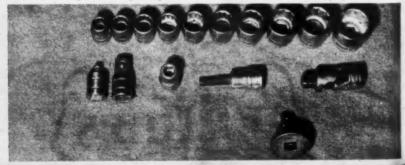
... may save you from being stuck out in the bush

Whether your interest in the sport runs toward rods or customs, you can't do much without, or derive as much pleasure as you can with proper tools. Many good brands are on the market. Pricing will tell much as to the quality of wrench you may select. If you intend to use your tools for a long time hence, don't buy cheap equipment. The better grades are guaranteed and will be replaced if they break. Most of the tools shown here are those that we, personally, have found vital and comprehensive for most all jobs. Several special wrenches are shown, primarily to indicate the presence of such a variety. Others may have been omitted which you feel are musts. To some, this may serve as a guide to correct nomenclature of common tools. We hope that everyone may find something of value.



Illustrated above is most versatile of socket drives, the 36". If your budget allows only one set to be purchased initially, we recommend the 36" drive for most uses. Husky enough to handle most work, it still enables the craftsman to reach into places not accessible with a larger drive set. At top is ratchet, followed by speed handle which usually comes in different lengths and is the tool most often used by professionals where fast work means more earnings. Next in line is hinge handle, used for breaking loose or tightening where

leverage is not available with speed handle and might strip mechanism of ratchet. Plastic handled driver lets you spin nuts as with a screwdriver. At bottom are three common length extensions. Below are standard sockets for ¾" drive ranging from ¾" to ¾" plus adapters to ¼" and ½" drives. Another, square socket is used on pipe plugs and others have male hex shanks for Allen head bolts. Very necessary is a universal, also available as individual sockets. Last is short extension to fit ratchet so sockets turn easily by hand.



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Added sockets in ¾" drive are deeper, enabling use on acorn nuts and bolts, nuts where bolt or stud protrudes too far to use regular socket. Available in hex or double hex, twelve point. Also shown is special 13/16" spork plug socket in 6 point only with rubber insert to protect plug and added outside hex drive

At right is ½" drive set. Simllar to ¾" liems on left, but sturdier for use where greater torque is used as on heavier sizes of bolts. Here, ratchet and hinge handle as well as speed wrench are listed in longer length handles for better laverage on big work. Not in this compilation are even larger drive sets used with heavy machinery. Drives go up to 1".

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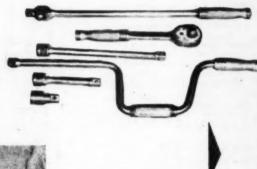
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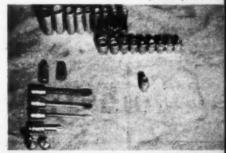
to fit



To left are ¾" drive parts, handy for carburetor overhaul, instrument work and ignitions. To basic drivers are added sliding tree handle and flexible extension of springy cable, fourth from right. Hinge handle has hole for rod, enabling use as flexible tee handle.

photos/lynn

Sockets for ¼" drive no from 3/16" to ½" in both regular and deep types, usually are six point only, especially in smallest sizes. Hondy in this size are special screwdriver sockets, both standard and Philips. Several sizes increase utility. Also shown are very short screwdriver and one size of buttlerfly or figure 8 screwdriver. Adapter goes from ¼" to ¾". Set apart is special socket for switch bezel nuts on some Fords, one of several made this useful size of tool.

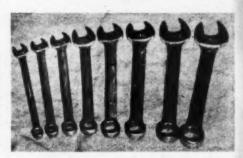


ROD & CUSTOM @ AUGUST, 1959



Most important, particularly in engine work is the torque wrench. If you're serious about your work — don't be without one. Available in foot and inch/lbs. measures and strengths.

The combination wrench is so-named because it combines the box end and open end wrenches. Short handled set is shown here, longer is available. Box end is usually set at 15° angle to flat plane and comes in 6 or 12 point style. Open end is 15° offset also for versatility in tight spots. Wrenches also made in double box ar both ends open. Combination set is best beginner buy.

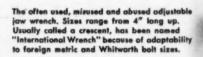


A TOOL IN THE HAND

continued

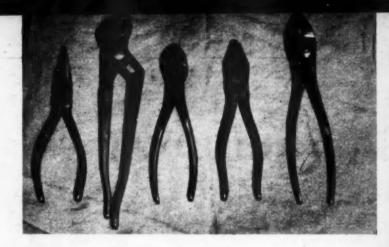


Socket head wrenches, commonly called Allen wrenches after the recessed hex head cap screws come in sets for most popular sizes and also larger hexes, individually. Very handy.





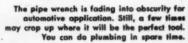
The old workhorse, vise-grips. Useful for rounded nuts and bolts, clamping work together for welding, and an unlimited variety of applications. Comes in several sizes, shapes. Do not use where a standard wrench will do.





Shown above are most common of plier types. Small nose pliers at left come in slimmer needle nose type, also bent at 45° angle. Sliding jow or channel tock pliers were popularly called water pump plier. Next are diagonal, or side cutters. Bluet nosed electricians pliers have built in cutter. Last is familiar combination slip-joint type. All in assorted sizes.

A special plier for the new circlip snap rings is this spring loaded tool which has replaceable points. Works on inside or outside lock rings. Only a necessity when you need it.



Allen

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1959





The common or standard blade screwdriver for slotted head screws come in varied lengths and blade widths. Use proper width blade which just fits slot in screw to avoid stripping.

A must these days is the cross pointed Phillips head screw driver, Rubber handles found on some makes help grip. For tiny set screws keep a tiny sandard screwdriver on hand.



A real must is the hacksaw. For best value get type that uses different length blades, will set 90°.

Metal snips, known in the trade as Dutchmen will be best buy for rodder or customizer. Open set at left cut toward left. In center are right-cutters and pair on for end cut in straight line.



Some of the common types of files are the flat bastard, square, three cornered and round, or rat tail. Not shown is the versatile half round file. Many degrees of roughness are to be had to suit your needs. Use handles to protect hands.

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The hand drill has a few features not shared with the electric counterpart which makes it wise to have one around. It works when and where no electricity exists. It drills slowly for delicate work as on carburetor jets, etc.





The machinist's ball peen hammer is available in many weights. Use ball for cutting gaskets, hammer side for punching, chiseling or just beating.

A TOOL IN THE HAND

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continued



A big rubber mallet comes in handy for jobs ranging from tire mounting to knocking big dents out of fenders.



For accurate center punching regardless of drill size to be used, a set of punches is desirable. Other punches will be handy such as the straight and tapered pin punches. Several sizes of chisels should be among your tools.

Screw extractors or easy-outs come in sets to handle most used sizes. Hole is drilled in broken bolt, extractor mounted in tee handle (three sizes shown) and turned counter-clockwise, removing bolt. Be sure hole is in center of bolt.



\$ = \$ o

Flare nut wrenches, shown here in double ended variety are used on soft metals such as brass and aluminum found on gas lines, brake lines, etc. Six sided box has one side open to admit tubing. Sixes here are \%", 7/16", \%" and 9/16".

Ignition wrenches come in kit and have open ends at different angles to get in close areas of distributors, magnetos. Sizes include "%4", "1%4", %2", ¼" %12", %16", 1½2" and %".



ball for for ting.

AUGUST, 1959

A TOOL IN THE HAND

continued



Special carburetor tools come in ¼" drive and include jet wrenches for Holley, Chandler Groves, Ford, Rochester, Carter, etc. In center is Stromberg jet wrench. Right, jet plug remover.

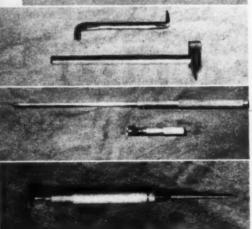
Fe



Among special tools are sockets to clear obstructions such as head bolt wrench that goes around racker shafts, distributor hold-down bolt wrench and starter mounting bolt socket.



Tool industry keeps pace with auto manufacturers as on this male socket to fit recessed hex drain plug in new model Fords and Mercurys.



Handy—and necessary where space is limited, offset screwdrivers have blades at 90° for working in tight spots. Bottom is hammer head offset which may be revolved to get fit.

Two types of screw starters. Phillips, above, has magnetized tip to hold screw. Standard at bottom has springloaded gripper to grab slot.

Pocket scriber has tip which turns to slip in handle for safe carrying. Ideal for marking cutting lines on metal for saw or snips.

Magnetic pick-up tool may save much grief if you drop a screw in the carburetor, etc. Similar purpose tool is flexible type with grabber fingers controlled from top of tool.

For prying and bending, a sturdy bar such

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as seen here is the answer. Mouth end has teeth to prevent slippage. Use on spring leaves, bending spindles, brackets, etc.

Wedge-shaped pry bar is nicknamed "pickle fork". Use for removal of tapered tie rod ends, shock links, etc. End is hit with a heavy hammer.



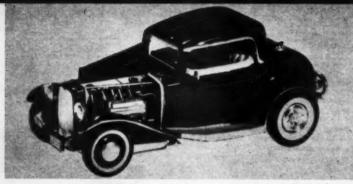
One of several shapes of brake adjusting tools has lever to turn star control on each end, usually one end for tightening, one for backing off. If you do brake work, get brake pliers, too.

AUGUST, 1959

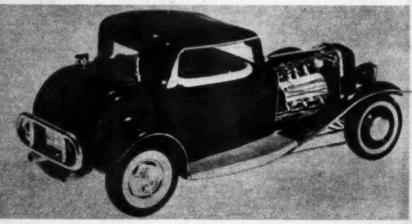
C-clamps are available in many sizes, Don't try to use one for a job demanding a larger clamp or jaws may bend. Though listed last, this is one of the most important tools,



rods & customs in miniature



Tony Broer's model for this month is the Revel '32 Roadster revamped as a street coupe. Full fenders and running boards have been added to the car and an injected Chryster supplies the power. The Engine is fully detailed including a complete exhaust system. Paint is red.



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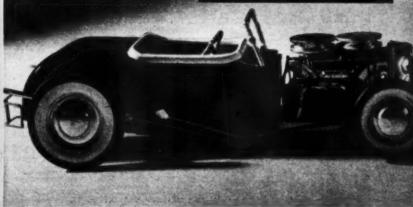
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This month we introduce the work of Bruce Mattson from Rapid City, S.D. Above is his 1-style roadster built from a Revell Fial. Engine is a Lincoln, complete in all details. Instruments are lettered and striping was freehand. Extensive use of piano wire and aluminum tubing provides greater accuracy on tiny models. Bruce's '32 Roadster (right and below) also uses the Continental mill. Both models have fuel lines, radiator hoses, plug wires, clutch, brake and throttle pedals, etc. Air cleaners are a bit oversized for proper scale, however. Attention to detail on the outside exhaust system and caps on lakes pipes is commendable.





AUGUST, 1959

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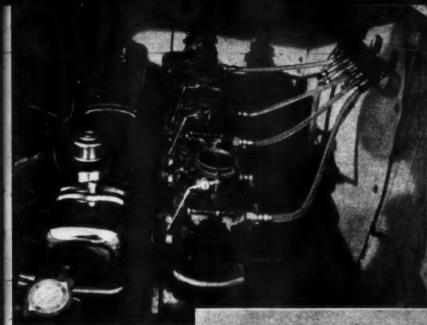


Not-So-Sedate Sedan

photos by miliar and simmons

Vastly astray from its original intended use as the family sedan, this '39 Ford Standard Tudor Sedan now houses a '48 Buick straight eight and honks off a 111.11 mph quarter mile time on 50% nitro. Six 97's perch atop a homebuilt log manifold to supply the bored out (1/4") 345 cv. in, mill. The head has been cut .025" and ports opened. A Howard SU cam and H&C magneto are only items of commercial speed equipment. Transmission is '37 Buick stick which couples engine and torque tube without vast problems. Magnesium wheels on rear mount 7" Bruce Slicks, Quick change conter section is valuable extra. Sponsored by Skip's Muffler Service of Sacramento, California, car was built by Harold Carruthers, Tom Schultz, Lynn Carruthers, Harold is the owner.





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of the Latest Dragsters

embodying the newest techniques and ideas in the field of 1/4 mile competition

It takes a really outstanding car from the standpoint of show as well as go to be a head turner these days. Three such vehicles are shown in our special roto section this month and they portray the most contemporary trends to be found in strip-only machinery. One, our cover car, is a rear engined rail with only the barest

body paneling - perhaps the lightest Chrysler dragster to date, It is fed by carburetors, while another of our examples is a front-engined machine having a 6-71 blower to provide more oats for its Oldsmobile mill. Here, a beautiful aluminum shell covers the husky structure beneath, leaving only the barest necessities open to the eye, The third member of this distinguished group is prophetic of the growing interest in small displacement cars such as motorcycle engined creations. This one has a 40 cubic inch Triumph hidden beneath the formed aluminum panels, Onward!

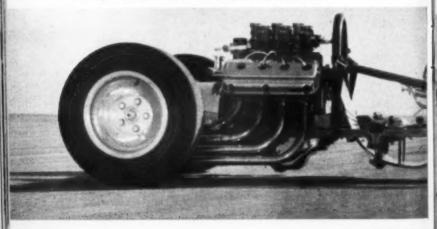
AUGUST, 1959

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lying down on the job works best!

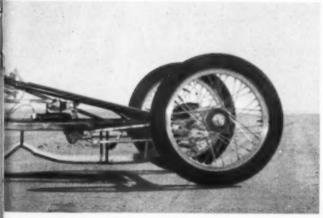
Tipping the scales at a mere 1210 lbs. is what may well be the lightest Chryster-engined dragster to date. The rail, owned and sponsored by Bob's Muffler Shop at 2431 "N" Street in the central California town of Bakersfield has been virtually untried to date, yet has turned 131.77 in the B/Gas Dragster class. Our Cover Car is certainly a winner in the show department, and further tuning is sure to put in in the ranks of the fastest cars in its class. The reclining attitude of the driver, along with the simplicity of construction make this rapid accelerating lawn chair look like a lazy man's venture into the drag sport, but builders Bob Crowe, Roger Colburn and James and Ken Warren put many hours and approximately \$3500 into it—Is this the way an unambitious crew would tackle the subject? Let's look.



rod & custom COVERage



photos by fred beindorff



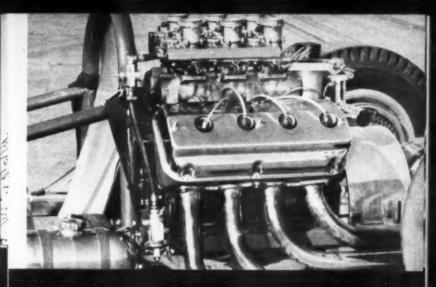
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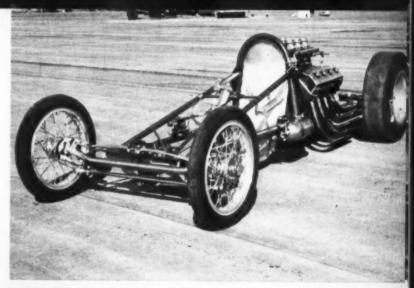
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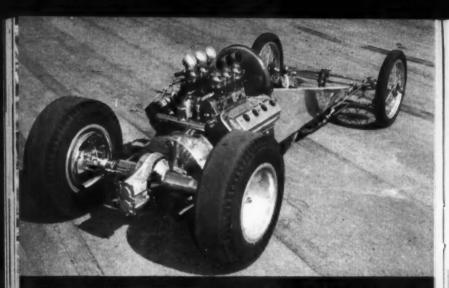


Ford rear end, narrowed to 46" has Halibrand center section with 3,92:1 ratio and is driven through Hildebrandt adaptors. The rear wheels are of palished magnesium with well ventilated and lightened Ford brakes. 11 guage Shelby tubing frame bolts solidly to the axle housings. The Vertex magneto and the tiny water monifold and filler pipe are to be seen at the rear.

With aluminum sheeting over front frame members, car looks less like the world's most powerful go kart. Visible in the cockpit area are Eelco steering yoke attached to a Willys assembly, oil pressure guage, mag kill button, brake handle, pressure pump and safety belts, including shoulder harness. The driver's head is amply protected below the sturdy roll; bar,



STOM



Chromed flywheel shield holds temperature guage. The front suspension is Kurtis midget fitted with cycle wheels. Rims are 18" alloy. Ariel cycle shocks subs the front end of the 100" wheelbase car. The tires are 3.25 x 18 Avon Speedmasters. The neatly attired crew in red and white go well with the roil which is red, with chrome and polished aluminum.





CHAISE

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Small tank at the driver's left is for gas plently for short trips. The fuel pressure guage is attached, as is the filter and the line leading through the shut-off valve to the six Stromberg 97's mounted on a Weiand Brag Star manifold. 38 engine now displaces total of 459 cubic inches has lisky cam and valve train. C&T crank, Johns pistons and Schiefer equipment.



The CLOWN-PRINCE of Dragsters

...with a speed and e.t. that's not funny



Throttle Merchant (that's a club) Dick Geyette is no stranger to radding, having been an enthusiast since 1934. The 37 year old Encine, California enthusiast has reached an apex with this latest effort, a blown Oldsmobile dragster. Built to hold its own in Concours competition as well as at the strip, the bright arange-red car has won show trophies as well as hardware for Top Time, Speed and Eliminator on the same day. The "Clown" has only a few more than primery test rous as REC goes to press, but e.l.'s are under 10 seconds and speeds growd the 150 mort.

photos by dave scott light front and of 100" wheelbase creft is 48" tread using Ford tube axie and spindles mounting 3,25 x 19 Dunlop tires on special wheels strung by Kent Fuller who made op the header system and did the engine instantion. Joe Hunt Vertex may tops engine built and tuned by Melvin Scoville. Body and nose are aluminum by Mike Scott. Uphlostery by Tany Nancy is Naugahyde held to minimum. OM AUGUST, 1959



The '50 Olds that pulls the "Clown" is bored out to 334" and fitted with '58 heads holding Cad valves. The "Isky" valve train is actuated by his 505X blower grind cam. The GMC 6-71 pumps into Potvin logs, is fed by Hilborn injectors for 450 hp.

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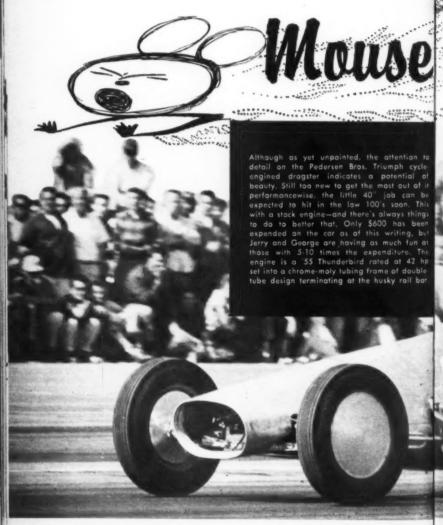
'58 Lincoln rear end and brake units are used with 3.78:1 ratio. Tread is 38". Transmission from '40 La Salle is sideshift type with 2nd and high cogs only, tied in to rigid rear end. Slicks are 8.20 x 15 Bruce mounted on polished magnesium disc wheels. Frame, also product of Fuller is light tubing. Entire car weighs in at a mere 1500 pound, soaking wet.

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not too squat to trot, this cycle-engined dragster goes like a...



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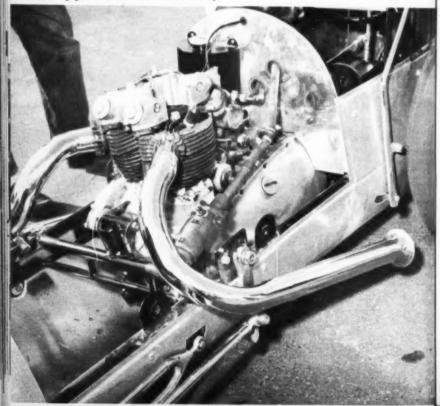
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photos by fred beindorf

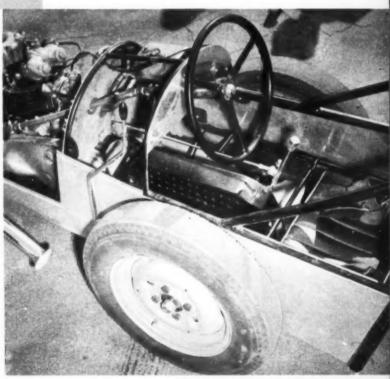
CUSTOM



Vertical Twin design engine is of the ohy type. Carburetor is an Amal Monobloc and the ignition is magneto. Oil tank for dry sump system mounts on firewall behind the engine. Steering gear and the front end are Crosley.



Proportioned much like many another of its full-sized counterparts, the Mouse belies its size without something nearby for comparison. Wheelbase is but 68 inches. Front tread of the '52 Crosley axled suspension is 51°, the rear 33°. Tires are 4.50 x 12 up forward and 5.20 x 13 at the driving end. The rear axle brake is from the Triumph and laterally mounted front shocks are off Prefect.



The stark interior contains chain drive shield with shift lever for the four speed gear box mounted on it between the driver's legs. Gas tank is forward of dash with lonely magneto kill switch. The clutch and throttle pedals flank the chain guard. The steering U-joints are aircraft actuating mechanism controls.



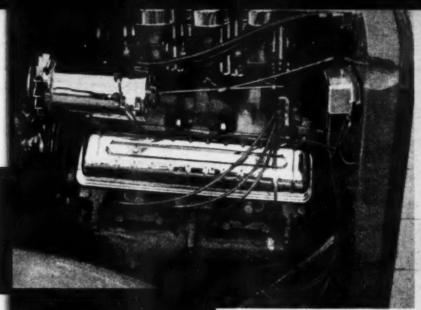
cross a chevy truck with an olds mill and your hauler is a...

HIGH BRED HYBRID



Only the outer shell of Clyde Marks' '31 Chery pickup retains its original family identity. Even that was altered in an effort to attain more appealing proportions, the major changes consisting of a 3½" top lowering and the removal of a foot of bed length, The pearlescent yellow hauler was built in Warm Springs, Calif. by Clyde & John Treftz, and Belshaw's Body Shop.





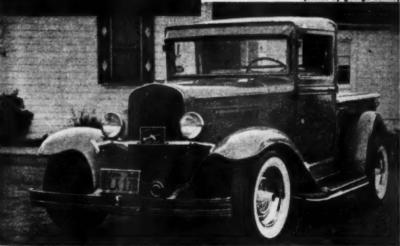
A 50 Olds mill, braced with an Edelbrock three pot manifold and Mallary ignition feeds into the 39 Ford transmission and thence to the 48 Ford rear end. A Ford pedal assembly was used in adopting the 48 model hydraulic brakes, Stewart. Warner instruments were fitted to dash ponel and an electric tach (Jampad to the column

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photos by george burnley



AUGUST, 1959

HOODVENT kow-to

you need venting like a hole in the hood

After marking off the vent shapes in the hood, THE JUNE R&C cs





With a dolly on forward line, hammer flange down into hole till 90° angle is obtained.

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Transfer dally to top of hood and bend flange over flat against underside for stiffening.



With delly below again behind rear line, work metal down to approximately 45° angle.



ROD & CUSTOM @ AUGUST, 1959

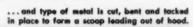
HOOD

continued

Using the Duckbill end of the hammer, gently form the corners, stretching the metal a bit.

Turn the head over and trim edge of lip to get straight edge. A piece of same guage...







ROD & CUSTOM @ AUGUST, 1959

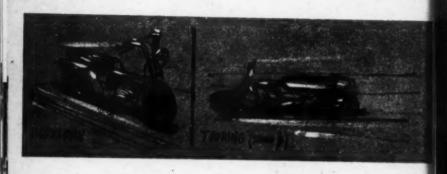
Hammer tack welds to avoid distortion, then weld solidly, hammering till surface is smooth and flat.



Finished job adds functional flavor to car, is rigid and besides, you may get lots of mail.



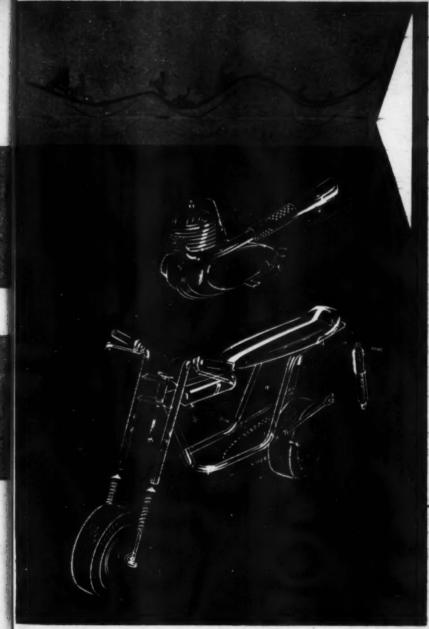
Putt-Putts for progressives





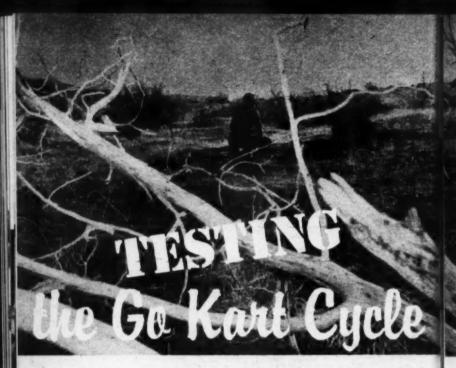
Min-a-Bikes

EIGHTH IN A SERIES BY CHUCK PELLY



AUGUST, 1959

57



top two-wheelers try the tiny terror

WITH THE TREND toward small cars coming to an ultimate climax in the karting sport, nothing could be more natural than to remove several major components from the Putt Putts and come up with something smaller yet, a diminutive motorcycle, Such has been the thinking of several of the major manufacturers in the field with the perhaps unexpected result that orders for the kart bikes have outstripped the production facilities and as of this writing back orders are piling up with no letup in sight. The vast interest in the new products led R&C to investigate the practicality, durability, performance and potential of a typical model.

The Big Bear Scrambler by the Go Kart Mfg. Co. of Azusa, California underwent a year of exhaustive testing in prototype form including wringouts on the company's track and test facilities at their Irwindale plant, A number of design changes were made in order to provide a durable and trouble-free unit at a reasonable price. Named after the world's largest motor event, the annual Big Bear hare and hound which this year drew 873 motorcyclists to enter the competition, the little machine was designed to undergo hard usage in terrain such as that covered in the 150 mile bear chase. The power plant selected was the durable West Bend 510, a two-cycle engine rated at 3 hp and displacing 5.1 cubic inches. Ball, roller and needle bearings are used throughout the tiny mill to insure dependable performance despite abusive actions. A Tillotson diaphragm carburetor provides steady fuel flow regardless of angle and a ribbon-type air filter effectively screens

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The rugged Big Bear Scrambler, top model in the line produced by Go Kart Mig. Co., was put through a series of hecic paces by a group of the notion's best motorcycle riders. Not ideally suited for use in the rough, the kart-bike has strong potential for other surfaces, and will do passably in dirt as well.



a report from the editor

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harmful abrasives from the dust-laden air. To simplify operation so that even a beginner may easily master riding technique, a centrifugal clutch keyed to the end of the crankshaft firmly transmits the power by way of a belt drive to an adjustable pulley on the drive sprocket idler shaft. Final drive to the rear wheel is by chain. After firing up, a twist of the English made throttle mounted conventionally on the right handlebar gets you off to a smooth start, the rapidity depending on how far you roll back the throttle handle. For sure stops, the internal expanding rear brake housed within the rear wheel is actuated by a squeeze lever on the left handgrip.

The rear tire is a 3.50-5 knobby tread for best traction in the rough countryside, yet gives adequate control on paved surfaces. The front forks



RC editor, of only average height, still dwarfs the little machine. 23½" tall and 44" long, the cycle is easily transported in the trunk of a car. The weight is just below 50 pounds.

TESTING

the Ga Kart Cycle

confinued

hold a 3.00-5 with sawtooth tread rounding over into the sidewalls for good steering control in corners. With a complete lack of springing or telescopic fork action, the thickness of the Naugahyde covered foam rubber seat is welcome. Quality control is good and the Scrambler we picked at random from the assembly line is no exception. Welds are neat, alignment perfect and the metallic gray paint applied evenly over the heavy walled steel tubing conveys a hint of the overall quality. We got the green light to really rough this one up, make any changes we wanted to experiment with regarding performance, and report our findings to the readers in a straightforward manner.

After several hours of break-in time at the local supermarket parking lot, we loaded the tiny terror into the bed of our 1/2 ton and hit for the hills. Actually the little bike fits easily into the trunk of the T'bird (we've had three in one) but it was a nice day for riding and we took the Velo along, too. Out in the Mojave desert of southern California where the Big Bear run is held, we unloaded and set forth to be chicken in the rough. A little practice

is necessary to master the machine while bumping over the tules to be encountered in the sandy wastes, but soon it was easy to thread rapidly along the trails and fire roads, dodging rock and gullies which would be diastrous with the small size tires. The standard sprocket ratios are of good proportion for short uphill runs or inclines of less severity, but a smaller drive sprocket, which is easily changed. would be better if you go for hill climbing. The rough action allowed some fuel slosh from the vent in the tank cap and the mixture, sixteen parts of unleaded gasoline to one part of Steen C (recommended by the manufacturer to prolong engine life) tends to be a bit hard on paint. We heartily recommend the addition of a chrome gas tank if you take pride in the appearance of your equipment. The \$6.00 price increase is well worth while. The engine ran well despite the altitude of the desert floor (2800') and clutch slip was only experienced on attacks at steep trails. In dirt and sand it was found best to deflate the tires to 5 psi below normal level for traction and control. In rough territory the standard foot location on the lower frame members is poor and we suggest a bar be added to the front frame down tube about 2"-3" above the bottom. Out in the wilds where noise is no problem or on a regular track where no offense

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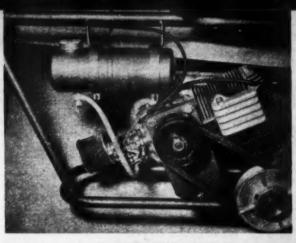
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"Just like she comes from the factory," the Scrambler is set up with 3 hp, 5.1 cu. Inch engine. Centrifugal clutch an crankshaft and drives belt to adjustable pulley on jackshaft across from the final chain drive spracket.

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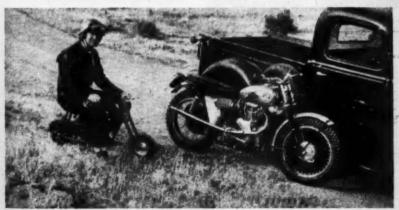
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Right side of West Bend 510 engine with diaphragm carbureter and ribboe-type air cleaner of front. Housing contains flywheel and mag with recoiling pull starter in outboard cage.

Below, left. Testing through the tules of the Mojave Desert, the editor and bike make like a jackrabbit on downhill trail. Its great fun, but look out for rocks and had chuckholes.

After a few miles of cross-country stuff it's great to get back to the truck. Velo, at right is built for dirt use while unsprung. Go Kart bike will best be left to the smooth territory. Lots of fun in the rough, but not far very long.





AUGUST, 1959

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The ACER COMPANY

COCKEYSVILLE, RC-8, MARYLAND

TESTING

continued from p. 60 would be made, the regular cast aluminum muffler may be discarded and a suitable pipe of no restriction installed to carry the exhaust away and protect the engine from dirt. We did this and a Potvin Extractor megaphone exhaust seemed to give greater freedom to the engine. The tuned horn certainly let the jackrabbits and horned toads know we were in the neighborhood, though exact power increases are hard to evaluate in the sand. While a child may ride this machine, it can be a challenge to even the better riders when the wick is turned up.

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The Scrambler performs well on fire roads. The top speeds are permissable (about 35 mph) as long as the road is smooth. In unfamiliar country, bumps may jar feet off of frame pegs.

With the wick turned up all the way you're in for a thrill. The short wheelbase hits the high spots, leaping from one to the other.



That the better riders have found the Scrambler to be a source of real riding enjoyment is evidenced by the enthusiasm of such well known eyelists as Bud Ekins, three time winner of the Big Bear run and flat trackers George Everett, Eddie Kretz, Sammy Tanner, Bobby Sir Kegian, Johnny Gibson, etc. Lanky Bud Ekins experienced doubt at first that he could drape himself on so small a bike, but was soon tooling around the parking area next to his Sherman Oaks, California Triumph dealership in expert style. The other riders listed above recently competed on the course at the Go Kart Raceway and found that this new continued on p. 64



Riders lay machines 'way over for banked turn on Go Kart Raceway, The bikes stick very good in corners and will scrape before sliding.

Sunday afternoon demonstration at Raceway finds Bob Sir Kegian leading Eddie Kretz, Jr. thru 30° turn followed by Dale Naef of HRM.



AUGUST, 1959

SCULPTURED GEAR SHIFT KNOB... Chrome picted autal, touched off with red ribinestress eyes. 4" by 1½" in size Designed to fit may shifting lever. Priced at only \$2.00 POST PAID NO C.O.D.'s MF of CALIFORNIA RC-8 426 S. Rossevelt Persodene, California

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Ready To Roor.......\$154.50 You Wold It Kit

\$139.50

KRAZEE KART MFG. CO.

1946 Palm Ave., Chico, Calif. . Fl 2-1713



TESTING

continued from p. 63 phase of the sport was highly enjoyable and the rugged cycle could easily withstand the strenuous workout given it by top riders.

Recent experimentation by R&C has proven the little bikes can be hopped up to give better throttle response and increased power. We made up a simple elbow adapter manifold and mounted an Amal 332/3 carburetor of %" venturi with slide throttle, eliminating the restriction of the butterfly in the standard carb. Steen's supplies these with correct jetting for the small engines and include the throttle cable

for a nominal sum, so this modification

is within the means of all who desire





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instituted include removal of throttle brake or friction mechanism so the engine returns to idle when the grip is released. Also we found that rotating the gas tank slightly allows easier filling without impairing fuel feed to the carburetor, Larger and softer handgrips are a good idea for use in the dirt where your hands must take all the shocks normally absorbed in suspension on big cycles.

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The Big Bear Scrambler at \$149. or its companion the Greenhorn Enduro, basically the same except for the less expensive and lower powered Clinton A-400 engine at \$119, appear to be the most expensive route to motorized fun yet. It looks like a natural for getting around at the drags, sports car races, Bonneville or what have you, or

continued on p. 78



Above. Texas shorttracker Sammy "The Flying Flea" Tanner lead pack until wind blew off his cap. Lightweight rider made a grab for it and nearly dumped, losing 1st spot. Like 4-wheeled karts, low weight is big advantage.

Left, above. Winner of the contest was George Everret with Sammy Tanner close behind. Ed Kretz fumbles for carb adjustment. Crowd and riders had enjoyable day. Look for more of this.

Three time winner of the Big Bear hare and hound motorcycle run, Bud Ekins, sits in front of his shop preparatory to riding the Scrambler and oppears a bit dubious as to whether you ride it or put it on your charm bracelet. Bud soon got the knack and was showing top form.



J. C. Whilney & Co., 1917 (U-a) Archer Ave., Chicago 16, III.

Rush giant 1930 Catalog of Auto Accessories & Parts. I en-ciose 25c to cover part of mailing & handling cost, refunded on my first \$5.00 or more order. This Offer Good in U.S.A. only.

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OUR READERS WRITE

continued from p. 9

page could have had some good karts pictured.

The newsstand where I pick up my copy ordered an extra thirty copies, I personally took fourteen of those for distribution to kart enthusiasts who had not known of your magazine.

I was told this morning that Firestone is coming out with slicks for the karts and midgets. We will no longer have to send all over the country for retreads. I sincerely think this will be the greatest shot in the arm for kart-

continued on p. 72



NOW STANDARD EQUIPMENT ON THE



Now, add a new advanced two-wheel braking system to the other fine performance features of the Dart-Kart. Closest thing to power brakes, insures equal pressure on both brake sprockets for better control, smoother stops. New 12-page catalog gives complete details. Send 25c for your copy. Fine profit opportunity for dealers. Write for details.



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Please specify sprocket (number of teeth), bore its and your chain size.

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AUGUST

'59 "Big Go" to be at Motor Capitol

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Officials of the National Hot Rod Association announced today that Detroit, Michigan has been selected as the site for this year's National Championship Drag Races. A brand new strip and first-class facilities are being readied for the year's premiere hot rod event, which takes place over Labor Day weekend, September 3, 4, 5, 6 & 7.

Known as the Detroit Dragway, the new 4,500 ft, asphalt straightaway is located at the center of a 5-million population area-just 20 minutes from downtown Detroit, 10 minutes from Dearborn and 30 minutes from Toledo. In selecting Detroit as the site of the 5th annual National Drags, NHRA officials weighed population and membership volume against geographical distance to determine a true center for this major event.

NHRA officials anticipate a turnout of some 100,000 people during the '59 Nationals' five days running. One of the extra highlights will be the inclusion of night drags for production Stock cars. Two nights September 3, 4 (Thursday and Friday) will be devoted to this action, with a big Saturday night Rod & Custom Show also being planned.

Class eliminations and the National Championship runoffs will be held on Sunday, all day, for competition car classes. Sports cars and Gas coupes/ sedans will run on Monday, Labor Day, interspersed with the usual top speed record runs for competition classes.

Where last year's entries were closedout at 500 cars, an additional 250 or more can be accommodated at Detroit. Known as the annual BIG GO, the Nationals attract the cream of drag racing's cars and drivers,

Further information and entry forms on the Nationals may be obtained by writing to: NHRA NATIONALS, 1171 North Vermont Ave., Los Angeles 29, California. •

:USTO AUGUST, 1959



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Renegades Ind Annual Rud & Custom Motorama Long Beach Municipal Auditorium Long Beach, California

July 17th-19th

Kourtesy Kustoens Auto Show Work Bidg., Wisconsin State Fair Park Milwaukee, Wisconsin

July 28th (rain date Aug. 2nd)
3rd Annual Piston Poppers Auto Show
Donelan's Supermarket parking lot,
Route 2A, Littleton, Massachusetts

Sopt. 5th & 6th

Kettle Maraine Motor Klub 2nd Annual Custom Car Showcase Sheboygan Armory Sheboygan, Wisconsin

Oct. 21st-25th

2nd Annual Rod & Custom World's Fair Auto Show Industrial Arts Building Eastern States Exposition Fairgrounds West SpringReid, Massachusetts

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Also available with 1/2-inch and 1/2-inch low speed bearings for Go-Cart use.

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THE COMPLETE BOOK OF HOT RODDING

By Robert E. Petersen and the Editors of Hot Rod Magazine

(Prentice-Hall \$5.95)

A good rule of thumb is, when your boss writes a book, don't pan it. When the book is on hot rods and the author is the man who, a dozen years ago, put out the first issue of Hot Rod Magazine and then built the infant to its status as the world's largest selling automotive publication, difficulty in

finding fault with the volume is to be expected.

Printed on high quality paper for good legibility of technical photos, the 224 page book sparkles with vital information ranging from hot rod history to current techniques in engine hopping and swapping.

If you're new in the sport, this is the basic reference volume you need on your shelf to answer pertinent questions. Should you be an old-timer, here is the book that skims the cream off the top of the best articles from Hot Rod Magazine and puts them between covers for your library, always at hand for nostalgic browsing or clearing up a technical point in doubt.

Chapters have been included dealing with carburetion, fuel injection, higher compression, balancing, supercharging, ignition and trouble shooting - the latter perhaps might on occasion be worth the cost of the volume.

We consider The Complete Book of Hot Rodding as a valuable addition to our shop library and recommend it to our readers. True, you've seen some of it before if you've followed Hot Rod a few years, but here it is in one package with some bonuses prepared just for this work.

You'll like it. •

OUR READERS WRITE

continued from p. 66

ing. It will probably wake up a lot of people to the snowballing effect karting is having all over.

All I can say to the rodders is that, if you haven't tried it, don't knock it.

Mike Barnett West Jackson, Miss.

... and still the controversy rages. In an effort to piease all our readers. Rod & Custom and it's publisher are making definite plans to provide complete coverage of the karting sport, yet give our rod and custom fans all the value in those fields which they deserve. Exact developments cannot be publicized at this time, but rest assured - Things are looking up I

ABOUT THOSE BACK ISSUES WE WANTED ...

I have an issue (1) dated April a addition 1953. It is in pretty good condition, sare solen Pages are all intact and the cover is a well as hanging on by a single staple. That's seemed to be pocked to be a single staple. pretty good for a 6-year-old mag. If anyone is interested drop me a line. We leel co Don McRae 227 Elm St., Hurst, Tex. *That's strange...our first issue wasn't until May of '53 . . . Hm.

Read Joe Wolfe's letter. I have extras of June, August, Oct. and Nov. 1953, May '54 and July '55, Don't want to sell but will trade for photoe of rods, customs, dragsters, etc. as I save them too.

623 Melrose West Transcons Ken Stratechuk

ROD & CUSTOM

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p. 74



great FORMUL for



MANY OF THE FIRSTS-IN THE "FORMULA K" FIELD

THE STANDARD model as shown is fully equipped ready to n with dual internal hand brakes for greater safety, Timken aring wheels and knobby tires, naugahyde upholstery, floor it, and the frame is completely heli-arc jig welded.

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line. We leet confident, whichever model you choose, you will have winner when you've got the BUG.



IN FLEA

* Completely assembled as shown * A-400 engine * Internal band brakes * Speed up to 40 m.p.h. * 3 feet long, 2 feet high * Mileage up to 125 miles per gallan.

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STOM AUGUST, 1959



NO MORE MODELS!

Since the inception of our series Rods & Customs in Miniature, the magazine office has been deluged by a flood of models sent by readers who seek to have their diminutive cars displayed in R&C. Some have been roughly hewn from wooden blocks, others made from available plastic kits and quality ranging from poor to exquisite with some really fine craftsmanship appearing in many cases.

Unfortunately, we have yet to receive a model through the mails, no matter how well packed that has not suffered some damage and in instances

utter demolishment.

To this end, as announced in a previous issue, R&C will no longer accept or be held responsible for models sent to us.

Glossy 8" x 10" professional quality photos will be considered for possible use in future issues. Snapshots or blown-up amateur photos are of insufficient quality for reproduction and will be discarded.

R&C is grateful for the interest shown by our readers, but must of necessity make this announcement as we cannot spend time rebuilding the submitted models.

OUR READERS WRITE

continued from p. 72

Read this bit in your April R&C about not having some old issues. Now look, Jack-leave us readers alone .. we got enough trouble without having to do your housekeepin' an such for you. Shove off, squares!

Ronald (the beat) Kassel

Manhattan Beach, Calif.

I noticed in R & C's April issue George Barris is offering a complete Candy Apple kit for all 72 R & C's.

Since I am only lacking one issue, I Eastern will very gladly give \$5.00 each for which fairly clean copies of a NOV '53 R & C impossi and a July '53 CC alias HONK to com- ogoinst plete both my sets.

Any help in locating them would be greatly appreciated,

Sandy Cutler

208 Wood Ave., Woonsocket, R. I. more

THE TWAIN AGAIN

We read Earnest Levesque's letter in your May issue and we think h should be tarred and feathered. We haven't seen a '50 Ford over a month Just yesterday there was an ad selling one for \$800.00!

Maybe you West-coasters are steal

ing our Fords.

Sure dig your Putt-Putts for Progressives.

Phila., Pa The Wheelers

Was reading through the "Our Readers Write" column when I spied Ernest Levesque's letter, When our family first moved to San Jose, Calif. in 1956 I'll admit I thought mud flaps skirts and chrome mirrors were cool but 21/2 years later, 3 car shows, plus visits to many body shops I am now much wiser. We are living back it New York now much to my regret and I am sick at the sight of some of the cars around here. You can't explain that candy apple, round rod, expanded metal is the thing to do when they are Exact co still lowering their cars in the back slapping '54 Pontiac grilles in '56 Fords and loading their cars with all many p

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from ou tells us ber of made c much yo sprecke

kinds of chrome junk-I'm re-enlisting in the Coast Guard in hopes of getting transferred to the west coast, If possible I'd like to take my '56 Chev. so I can start fixing it up. I'd like to get out of this place before my car disintegrates from the weather (my '56 Olds hubs are covered with rust again, I've given up with the brillo pads). All I can say is its a good thing there's guys like Levesque around with western ideas or else the east just might as well quit on custom cars.

Joe Sepolpo Poughkeepsie, N.Y.

· We know that both ends of the country have good-and bad-customs and rods. The Eastern part is plagued by weather conditions which make customizing difficult if not often impossible. Our hat is off to those who struggle against the elements to achieve their goal,

THE LOW-COST KART

I enjoy your mag, very much, I have a request. Would you please send me more information on Putt-Putts for Progressives in the May, 1959 issue of your mag.

Terry Brokenmeier Lincoln, Nebr.

Gentlemen:

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On page 48-49 of the May issue of your publication you show "Putt-Putts for Economy Minded Progressives,"

Are the plans available for the steal series of the experimental go karts by Charles Pelley? Pro

Brad C. Foster Lexington, Mass.

In your May issue you have an article on Putt-Putts for Progressiveseconomy minded.

Well, to come right to the point I'm n our stuck, How do you hook up the motor

to the rear axles??

Could you tell me about how much it should cost to make the Putt-Putt?? Ray "Putt-Putt" Yamer

Indian Orchard, Mass.

 We see that plans for the ECONOMY KART from our May Issue are now available. Chuck tells us of the tremendous interest in this number of his series of "Putt Putts" and he has made complete plans to meet the demand. ey art Exact cost depends on what you buy used, how back, much you do yourself, etc. The engine drives a in '50 sprocket on the rear wheel, much as on the ith all many production karts.

BUILD

low cost Putt Putt featured in. May

R&C



COMPLETE Scale Plan nts sent postpold

DELTA design

box 1131-A fleetwood annex - covina, california

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for Go Carts, Quarter Midgets, Half Midgets for Ge Carts, Quarter Midgets, Hell Midgets Specially designed, webbing puts the load where it should be; six additional radial webs eliminate wheel worpage and hub brackuge. The Moss wheel festures a wide foundation which distributes the tremendous horizzontal force over a wider one thereby prevention wheel brackunge which plaques ordinary wheels. This distribution soves up to 8 pounds of dragging weight and gives you up to 50%, more strength. Each wheel is vacuum cast in an uitra modern pressure mold for maximum durehills. Each is medicath hadapase and comes mum durability. Each is perfectly balanced and comes with "cad" plated balts and aircraft lackness. Knack-of hubs and sealed pracision bearings also available. 5" wheels \$7.25 6" wheels \$8.75 and \$1.00 and for pelishing

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KARTS . QUARTER & HALF MIDGETS

Send 25c for illustrated brochure

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USTON AUGUST, 1959

The most exciting concept in KARTING

"The Colt"

- 21/4 H.P. powerful engine: speed to 35 mph
- · Exclusive 1-piece roll-turned sturdy frame gives extra strength and flexibility; perfect on curves and over uneven ground. Allows all 4 wheels to stay on ground.
- · Exclusive solid block spindle gives positive steering.
- · Exclusive: Your choice chain or clutch & belt drive with chain or belt guard standard equipment.
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- · Sealed ball bearing wheels; pneumatic tires.
- · Price includes complete painted Kart ready to go.



f.e.b. Jep Chain Saw Engine id \$40.00. 25 % depor on C.O.D. order

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"The Mustana"—A 2-placer Sensation

with full 28" wide seat the Mustang is the safest kart \$14495 made; practically impossible to turn over. Mechanical features same as "The Calt." Beautiful finish. If your f.o.b. Joplin dealer does not have, write for literature or order direct.



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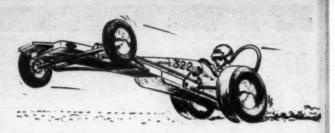
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AUGUST, 1959



YOU'LL USUALLY FIND ME "CONCERNED" about some new trend in the hot rod field—and this month I'm worrying about drag strip competition in the Gas Coupe/Sedan classes. I think you all know what I mean. On many strips these days you'll find a handful of all-out competition Gas cars that are just completely alaughtering the boys who drive their everyday modified machines in off the street. Quite often these hot Gassers will be based on a 100-inchwheelbase car (maybe 25 or 30 years old), will carry 800 lbs. of ballast in the rear, 5.38:1 gears, and run a big GMC blower that sticks up ten inches above the hood—on an all-out engine that idles at 1200 rpm. Some of these cars will put out over 500 horsepower, hit better than 120 mhp in the traps, and turn e.t.'s well down in the 11's! What chance has the guy got who's running three two's and an Isky cam in his '57 Chev hardtop??

Now don't get me wrong... these cars are legal according to the letter of the rules. But I'm just wondering if we're not getting pretty far from the spirit of those rules. That is, The Gas Coupe/Sedan division was originally intended for moderately-modified stock cars that are driven on the street. It was thought that the requirements for street equipment—lights, fenders, upholstery, radiator, no engine relocation, mufflers attached, etc.—would discharge the all-out competition rig. You can see what happened. The hottest Gassers these days are completely unsuitable for the street—are towed to the strip; but they're as legal as a pickpocket in a nudist

colony.

I'm thinking it's about time we split the whole Gas Coupe/Sedan division into two sub-divisions-one for everyday street machines and one for your all-out competition jobs. Admittedly it would be tough to hash out a simple, enforceable set of rules that would effectively separate them. It's easy enough to look at a car and say it's not "suitable" for the street; but how do you put it down in black and white? In the street division, we could ban superchargers (though this would be a drastic step). We could limit rear end weight proportion to a maximum of 50%, to prevent excessive ballasting. We could ban slicks and require stock tires and wheels. We could limit wheelbase to a minimum of 114 inches to keep out the shorties, with their great advantage in weight distribution an front-to-rear weight transfer. We could require the exhaust to be routed through regular commercial mufflers like in the stock classes -which would tend to choke off the big, hairy engines. There may be other possibilities.

Anyway I think it's time we took another long look at our Gas Coupe/Sedan division and tried to get more even competition. It's discouraging to take a 95-mph street job out every Sunday and get

gobbled up by eight car lengths!

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